(c) whether these unmanned level crossings would be equipped with barriers in future;

(d) if so, by when ; and

(e) the scheme formulated for prevention of such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) As on 01.04.2006 there were 18297 unmanned level crossings (excluding canal crossings and 'D' class cattle crossings) in the country out of which 977 were in Madhya Pradesh.

(b) During the year 2006-07 in the State of Madhya Pradesh, no accident took place at unmanned level crossings and hence there were no casualties involved.

(c) to (e) As per extant rules, in case an unmanned level crossing provided initially and maintained at the cost of the Railways needs manning/ upgrading/posting of additional gatekeeper due to increase in road traffic, the cost both initial as well as recurring and maintenance has to be borne by the State Government/Road Authorities concerned. However, keeping in view the grave consequences of accidents at unmanned level crossings, Railways have decided to man vulnerable level crossings based on the traffic volume and visibility conditions at the unmanned level crossings for which Railways have laid down certain criteria.

447 unmanned level crossings are provisionally targeted for manning during 2007-08.

Construction of overbridges/underbridges in Karnataka

2865. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of proposals for construction of overbridges/underbridges received from the State of Karnataka pending with the Railways as on 31st March, 2007;

(b) by when a final decision on such proposals is to be taken; and

(c) the funds earmarked by the Railways during 2007-08 for the execution of such projects in Karnataka?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Only six proposals were received from State Government of Karnataka during 2006-07 (in Jan. 2007), five on cost sharing basis and one on deposit terms.

(b) Out of the five proposals received on cost sharing basis for road over bridge in lieu of level crossing (LC) Nos. 62, 64 and 66 only one case was found justified and the remaining four were not fulfilling the preliminary criteria of traffic density of one lakh Train Vehicle Units (TVUs) which were found to be quite meagre. One Road Over Bridge (ROB) at LC No. 62 in lieu of 3 LCs 62, 64 and 66 has been mutually agreed by Railway and State Government on the pre-condition of closure of these 3 LCs after commissioning of ROB. This proposal for sanction of ROB at LC No. 62 has been agreed to in principle, and shall be processed during the future Works Programme. The sixth proposal was for construction of a 'limited height subway' on Hubli-Gadag route, at km. 55/14-15 at LC No. 31. Feasibility Study survey will be conducted by the Railway for it, if found feasible, State Government will be advised.

(c) Does not arise.

Gauge conversion of Ahmedabad-Patan rail line

†2866. SHRI JAYANTILAL BAROT:
SHRI SURYAKANTBHAI ACHARYA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways has any plan to convert Ahmedabad-Kalol-Kadi-Katosan-Chanasma-Patan metre gauge into broad gauge;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) No, Sir. Ahmedabad-Sabarmati is already on broad gauge and Sabarmati-Kalol has one broad gauge and one metre gauge parallel line.

A survey for gauge conversion of Kalol-Kadi-Katosan Road was conducted during 2001-02. In view of unremunerative nature of the proposal,

†Original notice of the question was received in Hindi.